

To: Noble Olasimbo, AICP, Lake County Public Works
From: Colleen Jarrell, P.E., TEI
Date: October 7, 2003
Re: Lake County Regional Transportation Forum
September 30, 2003

A Facilitated Group Session was included in the Transportation Forum held on September 30, 2003. The entire room was split into six (6) groups, which represented the six (6) planning regions within Lake County. The planning zones are shown in Figure 1 and can be described as the following:

- Zone 1 – East Lake
- Zone 2 – Golden Triangle
- Zone 3 – Silver Lake
- Zone 4 – Leesburg / Lady Lake
- Zone 5 - Southeast
- Zone 6 – Southwest

Below is a summarization of the Group Session, by Zone:

Zone 1 (East Lake)

- East-West corridor improvements are needed
- Should concentrate growth in the southwest corner of Zone 1 and maintain rural character in other areas
- Need more paved roads (north and south) for transit of residents and school children
- Developments are proving that widening SR 46 to Seminole County is a “high priority”
- Limit access to the basin area
- Forest Trails (walking / hiking trails)
- Bikes and pedestrians a priority in the southwest corner of Zone 1
- SR 429 (Western Beltway) connection to SR 46 is needed

Zone 2 (Golden Triangle)

- Capacity Improvements (widening) needed on CR 44B and US 441
- Pedestrian / bicycle trails needed along existing rails with slow moving trains (Mt. Dora)
- Intersection improvements needed at SR 19 and Lakeshore Drive in Eustis
- Transit is needed
- Use the railroad for light rail / commuter rail
- Safety improvements along SR 19
- Pedestrian / bicycle trail around Lake Eustis (from Leesburg, to Tavares, to Mt. Dora, to Eustis, and back to Leesburg, with a spur to Umatilla)

Zone 3 (Silver Lake)

- Capacity Improvements on CR 44, Radio Road, CR 473, and SR 19
- Connection is needed from SR 19 to US 441 in Tavares

Lake County Planning Zone Map

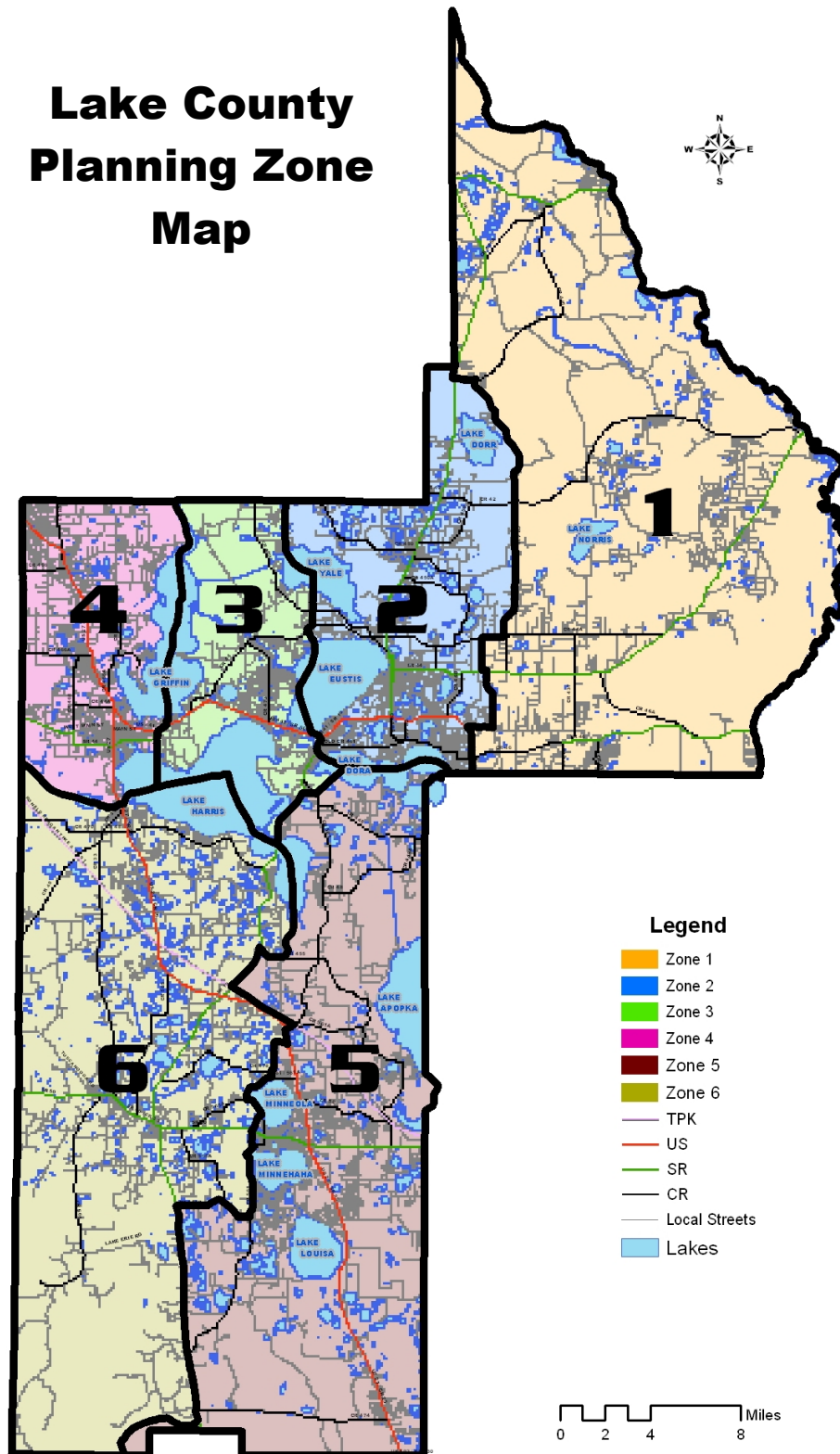


Figure 1

- Rails to Trails
- Connection is needed between Zone3 and Zone 4, in the north Lake Griffin area
- Possible interchanges on US 441 at CR 44 and SR 19 to improve congestion
- Improvements needed on Old SR 441
- Bridge improvements needed on SR 19, over Lake Harris

Zone 4 (Leesburg / Lady Lake)

- Capacity improvements on US 441 through The Villages and Lady Lake (widen to 6-lanes) and on CR 466 and CR 466A (widen to 4-lanes)
- Coordination is needed between Marion and Sumter Counties and The Villages
- Public transportation is needed (Para transit and fixed route) in Leesburg
- US 27 / US 441 is a very congested area and should be a priority
- A new connection from CR 466 (Zone 4) to CR 44 (Zone 3) is needed (across Lake Griffin)
- Connection to I-75 is needed, possibly from CR 466
- Trails, sidewalks, bike lanes needed throughout

Zone 5 (Southeast)

- SR 50 and US 27 interchange improvements needed (storage not adequate for westbound left turns from SR 50 to US 27)
- Hartwood Marsh Road widening
- Extend CR 455 to the south, to connect with Hartwood Marsh Road
- A new interchange in Minneola, connecting to US 27 and Old Highway 50

Zone 6 (Southwest)

- Sidewalks and bicycle/pedestrian facilities with road upgrades (SR 19 and CR 478, SR 33)
- Current assessment of intersection safety needs
- Need a comprehensive approach to sidewalk linkages
- Accelerate improvements on US 27, from Grassy Lake to Turnpike
- Upgrade SR 50 and SR 19 intersection

The following is a summary of the answers to the questions that were provided during the Facilitated Group Session:

1. **What should Lake County's transportation goals be for 2025?**
 - Widening roadways (US 441, CR 44B, CR 44A, SR 46, US 27, SR 19, CR 470, CR 466)
 - Mass transit (focus on alternate modes)
 - Maintenance of roadways
 - Intersection of US 27 and SR 50
 - Safety
 - Avoid environmentally sensitive areas (Wekiva)

- Complete Wekiva Parkway (consistent with recommendations of the Wekiva Basin Area Task Force – Jan 15, 2003)
 - The County, Cities, FDOT, and local toll agencies work together to develop one plan
 - Bike lanes and sidewalks
 - More connections to the Turnpike and I-75
 - Update Comprehensive Plan
 - Coordinate roads and land use with development plans
 - Express transit service to Orange County
- 2. How effective is Transportation System Management? Does it eliminate the future lane widening needs or just delay it?**
- Delays widening
 - Helps to focus on issues
- 3. What is the future of transportation in Florida, particularly the Central Florida area?**
- Regionalism
 - Need more emphasis on public transportation
 - Limited access facilities providing efficient connectivity between urban centers while respecting the integrity of surrounding rural and conservation lands
 - Taxes
 - Counties to need plan ahead for funding future projects and plan growth accordingly
 - Mobility ½¢ tax in Lake County (in addition to 1¢)
 - Commuter / Light Rail
 - More congestion, increase population, more air and water pollution
- 4. How well do local, county, and state agencies work together in providing a coordinated and comprehensive transportation system? How might these agencies work together better?**
- Need increased coordination and less self-interest
 - More concern with the health of the communities and less with special interest groups
 - Wekiva Task Force, lobbyists, etc are not good examples of coop
 - This area could benefit from the proposed MPO
 - Need more JPA's
 - Need more planning meetings with the right people who know the issues
 - There is coordination but not with due regard for the growth management ramifications created by new or enhanced road projects
 - Less politics
 - Need seaports, airports, and roadways to form partnerships to transport not only people but goods as well

5. What innovative funding sources or mechanisms should we be pursuing to support local transportation projects?

- Gas tax index
- One cent transportation tax
- Transportation assessment
- Intermodal mobility contributions (City and County)
- Tourism “bed” tax (portion to roadway improvements)
- No more sales tax increases
- Turnpike Enterprise should be brought in as a partner in the Wekiva Parkway project
- Plan local growth to coincide with transportation budget
- Look for opportunities to advance fund projects, especially right-of-way acquisitions
- Impact fees (developments should help pay for more infrastructure needs)
- Private investors and partnerships with large employers
- Pursue additional Federal park projects
- Tolls